

WHAT IS CLAIMED IS:

1. A brake actuation assembly for a vehicle, the brake actuation assembly being actuatable to apply and release tension to one or more elements that connect to a brake system of the vehicle, the brake actuation assembly comprising:

an electrically powered brake actuator including a reversible motor with a driveshaft for driving connection with the one or more elements, the reversible motor being actuatable to rotate the driveshaft in a brake-applying direction to apply tension to the one or more elements and in a brake-releasing direction opposite the brake-applying direction to release tension to the one or more elements;

a manually operable control for transmitting a signal to the motor to selectively operate the motor; and

a manual brake actuator including a rotatable handle and a flexible cable, the manual brake actuator being movable between (a) an operative position wherein the cable connects the handle to the driveshaft to enable rotation of the handle to rotate the driveshaft in the brake-applying and brake-releasing directions via the cable, and (b) an inoperative position wherein the handle is disconnected from the driveshaft.

2. The brake actuation assembly according to claim 1, wherein at least one of the elements is a cable.

3. The brake actuation assembly according to claim 1, wherein the flexible cable is routable from a position adjacent the motor to a position adjacent a passenger compartment of the vehicle.

4. The brake actuation assembly according to claim 1, wherein the driveshaft of the motor includes a first cooperating interlocking structure and the cable has a second cooperating interlocking structure, the manual brake actuator being movable between the operative position wherein the second cooperating structure of the cable is engaged in rotational interlocking relationship with the first cooperating interlocking structure of the reversible motor to enable the rotation of the driveshaft by the handle and the inoperative position wherein the second cooperating interlocking structure is disengaged from the first cooperating interlocking structure.

5. The brake actuation assembly according to claim 4, further comprising a biasing structure to bias the manual brake actuator to the inoperative position, the manual brake actuator being movable to the operative position against the biasing of the biasing structure.

6. The brake actuation assembly according to claim 4, wherein one of the first and second cooperating interlocking structures includes a plurality of protrusions and the other of the first and second cooperating interlocking structures includes a plurality of recesses that is greater than or equal to a number of protrusions included in the one of the first and second cooperating interlocking structures, the plurality of protrusions being received within the plurality of recess when the manual brake actuator is moved to the operative position to thereby rotationally interlock the first and second cooperating interlocking structures.

7. The brake actuation assembly according to claim 1, further comprising a cable tension sensing unit configured and positioned to control a level of tension being applied to the one or more elements.

8. A manual brake actuator for use with an electrically powered brake actuator of a vehicle, the electrically powered brake actuator including a reversible motor with a driveshaft for driving connection with the one or more elements, the reversible motor being actuatable to rotate the driveshaft in a brake-applying direction to apply tension to the one or more elements and in a brake-releasing direction opposite the brake-applying direction to release tension to the one or more elements, the manual brake actuator comprising:

a rotatable handle; and

a flexible cable,

the manual brake actuator being movable between (a) an operative position wherein the cable connects the handle to the driveshaft to enable rotation of the handle to rotate the driveshaft in the brake-applying and brake-releasing directions via the cable, and (b) an inoperative position wherein the handle is disconnected from the driveshaft.

9. The manual brake actuator according to claim 8, wherein the flexible cable is routable from a position adjacent the motor to a position adjacent a passenger compartment of the vehicle.

10. The manual brake actuator according to claim 8, wherein the driveshaft of the motor includes a first cooperating interlocking structure and the cable has a second cooperating interlocking structure, the manual brake actuator being movable between the operative position wherein the second cooperating structure of the cable is engaged in rotational interlocking relationship with the first cooperating interlocking structure of the reversible motor to enable the rotation of the driveshaft by the handle and the inoperative position wherein the second cooperating interlocking structure is disengaged from the first cooperating interlocking structure.

11. The manual brake actuator according to claim 10, further comprising a biasing structure to bias the manual brake actuator to the inoperative position, the manual brake actuator being movable to the operative position against the biasing of the biasing structure.

12. The manual brake actuator according to claim 10, wherein one of the first and second cooperating interlocking structures includes a plurality of protrusions and the other of the first and second cooperating interlocking structures includes a plurality of recesses that is greater than or equal to a number of protrusions included in the one of the first and second cooperating interlocking structures, the plurality of protrusions being received within the plurality of recess when the manual brake actuator is moved to the operative position to thereby rotationally interlock the first and second cooperating interlocking structures.